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Cover Photo: This pen and ink drawing of Charles Lindbergh by J. Wilbur Gonterman appeared on the cover of the program of the Royal Philatelic Society for 4 October 2001. (Photo: Brian Richardson)

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Your article in Balloons to Ballistics

The Colorado Aviation Historical Society is soliciting articles that relate to Colorado and aviation from interested contributors. We're looking for submissions that speak to any subject that you would like to see in print (i.e. aeronautical memorabilia, airports, aviators, aviation businesses, astronauts, etc.). If you have something to offer please forward it at your earliest convenience.

Articles should be submitted in a Times New Roman (12 font) format, and have an unjustified right edge. Please do not insert photos into the article, but add them each as an additional jpg. attachment and include a caption for each.

Submit your article(s) or questions to:
aviator_b@outlook.com

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President's Report

2026 Progress

Keith Shaddox



As we look back on 2025, we can remember a very good banquet in October with two very remarkable laureates to our Aviation Hall of Fame. As we end the first quarter of 2026 we are hearing of some very interesting candidates for this year's banquet.

The Bambu Lab 3D printer that the society partnered with the Wings Museum to acquire is busy making parts for our DC8 model. We hope to have the front third of the fuselage finished and on display this summer.

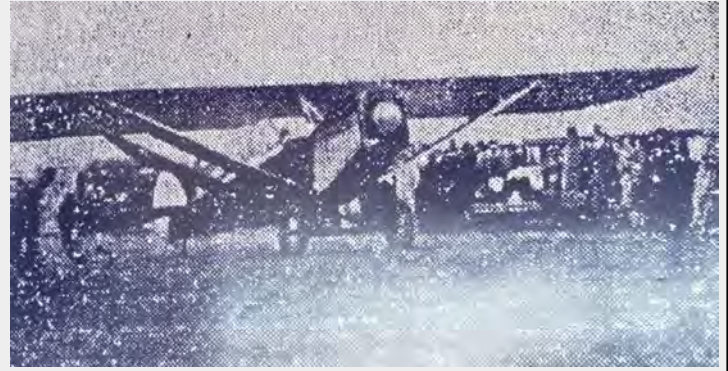
I would like to commend the **AvAr** group of our organization for several rewarding initiatives last year as well as some wonderful plans for 2026.

I also want to invite each member and a friend to attend the March 28th general membership meeting at Wings Over the Rockies Exploration of Flight Hangar. The announcements have been posted for this event with details on our website. It will be exciting to have our Hall of Famer, Joe Thibodeau, tell us about acquiring and racing his P51. Don't miss out on this – it should be fun. There will be a business meeting beforehand that has important implications for your society. The membership must meet and elect three new board members or re-elect the three board members whose terms are up. I want to point out that now it is your turn if you would like to become a board member for Colorado Aviation Historical Society. The board needs someone who would like to serve as an officer. I have served for three years as your president, and I have other obligations I would like to focus on. If you would like to serve on the board, contact Brian Richardson (aviator_b@outlook.com) or be sure to make yourself known at the membership meeting on March 28.

March 28, 2026, membership meeting will begin at 8:30am. I realize this is an early start, but we have a good reason to do it this way. We will be at Exploration of Flight and will have the facility to ourselves from 8:30 to 10am. We can take care of our business before the facility opens to the public at 10. At 11 we will hear from Joe about his experience with the Mustang. We look forward to seeing everyone.

Keith Shaddox, President

Mystery Quiz Fall 2025 (4Q25) Answer



Following an almost outright banning of the Curtiss JN-4 "Jenny" from civil use by the CAA in 1926, aircraft manufacturers throughout the US scrambled to provide a suitable aircraft to meet every aviator's needs. An inveterate gambler, H.C. King, of Boulder, Colorado, was one such entrepreneur.

Purchasing a considerable number of crated surplus JN-4's at cost from the government, King's idea was to re-purpose the fuselages, but replace the biplane wings with a monoplane configuration, supported by two robust struts emanating from the lower fuselage, just above the landing gear. This aircraft was to be called "Silver Wing", based upon the fact that the singular upper wing would be covered in silver-nitrate coated fabric. Brilliant in concept, this planform actually proved successful in subsequent test flights. The powerplant of choice was a Curtiss OX-5 of 90 hp.; V-8 engines that were extremely abundant in the government's bid to capitalize their war losses through reclamation.

Pilot Edward Euler, a local aviator and son of renowned German airman August Euler, made the initial test flight of the Silver Wing on 15 August 1928. His evaluation was most favorable, finding the aircraft stable and acceptable in all flight regimes. These test flights were made from the old flying field east of Hayden Lake, the site which is now the Boulder Municipal Airport (BDU).

Contemporary newspaper articles indicate that the company was sold to a Denver investment firm in late 1928, but the society's research trail ends there.

Anyone who may have further information concerning the Silver Wing Aircraft Company or its subsequent products is requested to contact the Colorado Aviation Historical Society at aviator_b@outlook.com

Flown West

Babette Andre

It is with a truly heavy heart that we report to you the passing of another laureate. Ms. Babette Andre, inducted into the Colorado Aviation Historical Society Hall of Fame (CAHoF) in 1990, passed away peacefully on February 6, 2026. She was 84 years of age. Having grown up in Hawaii, Babette earned her Bachelor's degree in Political Science from UC Berkeley, in 1963. The next two years of her life were spent with the Peace Corps in Cameroon, Africa, teaching English to French-speaking Africans. This experience taught her many valuable life lessons that she carried throughout the remainder of her life.



A collage of Babette Andre's favorite photos was displayed at her celebration of Life at Rocky Mountain Airport. (Photo: Brian Richardson)

Babette's passion for aviation began in 1973 while living in New York, where she earned her Private Pilot certificate. But it was while she lived in Denver, that her distinguished aviation career would take flight. Committed to a "life on wing," she quickly earned her Commercial, Instrument, Flight Instructor certificates, and then her Airline Transport Pilot rating. For more than forty years she served Colorado's aviation industry, providing flight instruction at numerous local airports as

well as teaching and mentoring students through the Aerospace Science Program at Metropolitan State University in Denver.

Her aviation career included work as an Airborne Traffic Reporter for KOA's "Air One" in 1978 and KHOW's "Sky Spy" in 1982. In 1985 she founded Wings West Magazine; a publication dedicated to promoting Colorado's burgeoning general aviation industry. She also partnered in the creation of the first WAC-size color



Babette is presented with her laureate plaque by Bill Madsen in 1990. (CAHS Archive photo)

aviation chart of Colorado, highlighting preferred mountain routes for pilots during the 1980s.

Affiliated with and contributing her time to many aviation organizations in Colorado such as the Ninety-Nines, Colorado Pilots Association, Colorado Aviation Historical Society, Aircraft Owners and Pilots Association, Civil Air Patrol, and the Rocky Mountain Aviation and Aerospace Association, it is easy to see why she was an apt candidate for induction into the CAHoF. Babette, you will be missed!



Friends and family of Babette Andre gathered at Rocky Mountain Airport for a celebration of life on March 8th (Photo: Brian Richardson)

Lindbergh's Transatlantic Flight Centennial-Part I

Lindbergh's Colorado Connection

By Brian Richardson

Editor's Note: This is part I of a series commemorating the 100th anniversary of the New York to Paris flight of Charles Lindbergh in 1927.

Charles Lindbergh is arguably the most biographed aviator in history. The mere mention of Lindbergh's name usually evokes images of his daring May 1927 trans-Atlantic flight, which made him a household name throughout most of the mid-twentieth century. It seems as though just as many – if not more – tomes have been written about this real-world hero than even the immortal Wright Brothers.

Many of these volumes focus primarily on his record-setting flight between New York and Paris, while some others provide a more serious, intimate look into the complicated life of this complex character. Yet, few scholars have ever touched upon the experience that Lindbergh gained plying his trade as an aviator in the skies above Colorado.

Charles Augustus Lindbergh was born in 1902. His father was an affluent politician, his mother a revered High School chemistry teacher. From an early age Charles exhibited a great interest in science and mechanics. Enrolled as a student of engineering at the University of Wisconsin in 1920, he dropped out during the spring semester of 1922 in order to pursue his great passion for aeronautics.

After a few hours of flight instruction at the Nebraska Aircraft Corporation's flying school in Lincoln, he decided to spend the summer months of 1922 barnstorming the mid-west so as to raise necessary funds for his continued flight training. Living like a gypsy vagabond, often sleeping out in the open or under the wing of a biplane, Charles served as a

mechanic, wing walker, parachute jumper, and general sideshow barker.

Billed as "Daredevil Lindbergh," he excited a great many northeastern Colorado townsfolk on weekends with his thrilling stunts atop the wings of a "Jenny" or "Cannuck", flown by his best friend Harlan "Bud" Gurney, and a few select others. Charlie perfected the art of wing-walking, comfortable in the knowledge that under his oversized tunic was secured a tried-and-true Harden parachute, guaranteed to open under all circumstances. Most every fair attendee was completely thrilled by Lindbergh's daring and dangerous feats in the air.



Charles Lindbergh posed by a Standard J-1 biplane. (Photo: American Heritage Center)

Early in 1923, Lindbergh headed to Southern Field in Americus, Georgia, and purchased his first aircraft, a WWI-era Curtiss JN-4 "Jenny," from the U.S. Government surplus disposal office. (A factory fresh aircraft and engine could be purchased for \$500 at that time.) An unskilled airman, he wrecked the aircraft more than once on his way home to Wisconsin, that year.

(Continued on page 6)

(“Lindbergh” from page 5)

In the summer of 1923, “Slim”, as he was now known by most fellow aviators on the barnstorming circuit, hungry and desperate for cash, met with Fred Fair at the Hayden Lake flying field east of Boulder (now Boulder Municipal Airport – BDU). Fair was a tourism promoter who offered sightseeing excursions to Front Range glaciers, a popular excursion of that time.

He represented the Denver and Interurban Railroad, which offered the spectacular sum of \$1,000.00 to the first stunt flyer who could land an airplane on the St. Vrain Glacier. It is reported that Fred Fair took one look at Lindbergh’s dilapidated and miserably maintained aircraft and turned him down cold, calling his aircraft a “suicide crate.” Broke and unable to maintain his aircraft, he later sold it to a student pilot for much less than what he had paid for it.

During the summer of 1925, Lindbergh worked for Mil-Hi Airways and Flying Circus, based out of Denver. He was paid the princely sum of \$400 per month. Charlie hopped rides, performed death-defying stunts and promoted aviation throughout Colorado on most every weekend during that season. In the fall of 1925 Lindbergh left the employ of Mil-Hi and joined the airmail service.

In 1927, Charles Lindbergh became an overnight sensation whose celebrity will reverberate throughout history. His storied activities and accomplishments are

many. Yet, he always found time to return to Colorado, often to relax and refresh himself from the many requirements of celebrity thrust upon him, at the Knight Family Ranch in Granby.

Without the financial aid and moral support extended by the Knight family of Granby, Colorado, Charles Lindbergh probably would not have been able to cross the Atlantic in 1927. Lindbergh's gratitude to this family never ebbed. Lindbergh and his wife often came to Grand County as guests of Harry F. Knight, whose ranch encompassed 1,500 acres on the South Fork of the Colorado River. Flying from the Knight Ranch, which boasted a [then] modern airfield, he often hopped rides for many of the Knight’s friends and neighbors when he and Anne stayed there as guests. The ranch today is covered by the waters of the Grand County Reservoir.



A now world famous Charles Lindbergh arrives at the University of Denver stadium (Photo: Facebook)

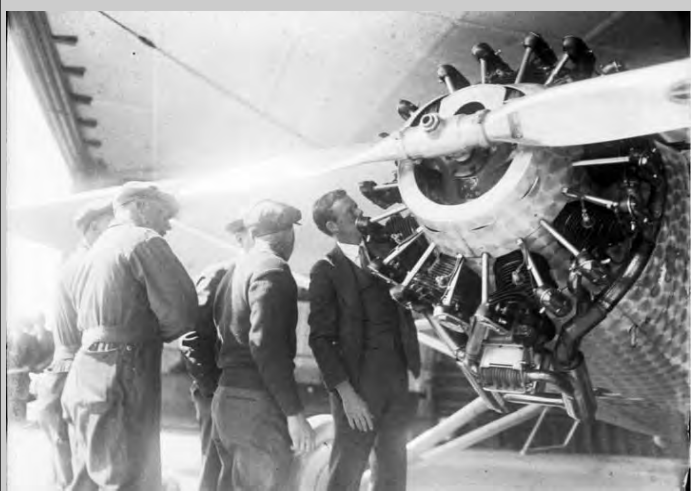
After his epic trans-Atlantic flight, Charles Lindbergh’s triumphant 1927 tour of the northern and southern hemispheres of America brought him back to Denver. Former CAHS President William Madsen (CAHoF 1982), was a young Boy Scout, standing picket duty against a surging crowd for this tumultuous event in late 1927. Lindbergh, in passing, stopped and shook Madsen’s hand, saying... “it’s good to be a scout, isn’t it, son?” (Note: I remember Bill mentioning this encounter to me several times during the late 80’s and early 90’s.)

(Continued on page 7)



Lindbergh arrives at the old Lowry Field in the famous Ryan NYP-1927 (Photo: Facebook)

(“Lindbergh” from page 6)



Lindbergh inspects an aircraft engine in Denver
(Photo: Facebook)

Charles Lindbergh also helped to secure the site of the United States Air Force Academy, in Colorado Springs. Appointed to the federal advisory panel for the selection of a suitable location for the United States Air Force Academy in 1954, his personal endorsement for Colorado Springs may well have carried the vote. As a final footnote to this story, Lindbergh’s Colorado connection was immortalized with the naming of a mountain in his honor. Lone Eagle Peak, reaching 11,946 feet above seal level, is located in the Indian Peaks Wilderness area of the Arapaho National Forest, not far from where the Knight Ranch once stood.

References:

Boulder Daily Camera Newspaper, Boulder History: Lone Eagle Peak Named in Charles Lindbergh’s Honor, by Silvia Pettem (Boulder Daily Camera Newspaper, 2019)

Charles A. Lindbergh’s Barnstorming Life Before His First Solo, by mcalchrc (Charles A. Lindbergh's barnstorming life before his first solo, 2025)

Charles Lindbergh Mil-Hi Airways and Flying Circus Collection, NASM.2010.0014

The Knight Ranch and Charles Lindbergh, by Mary P. Boon (Grand County Historical Society)

How a Dirty Trick and Charles Lindbergh Helped Bring Air Force Academy to Colorado Springs, CPR News (Colorado Public Radio, 2014)

General Membership Meeting

You are cordially invited to attend the CAHS Spring General Membership Meeting on Saturday, March 28, 2026 between 8:30 and 10:00 a.m. at the Exploration of Flight Museum at Centennial Airport, 13005 Wings Way, Englewood, CO 80112.

This annual membership meeting is an opportunity to vote for the society’s board of directors, receive a “State of the Society” report, and learn of upcoming projects and events.

At 11:00 am you are invited to listen to Hall of fame laureate Joe Thibodeau’s presentation on racing his P-51. This is open to all members who attend the annual meeting. You are encouraged to bring a guest.



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Restoration Project

United Airlines DC-8 N8000U Model

Photos and text by Mike Smaling

The Historical Society is the custodian of a rare 1959 1/10th scale replica of a United Airlines Douglas DC-8. Built with a cut-away fuselage, the model has a highly detailed interior which gives a fabulous depiction of the passenger experience in the golden age of commercial air travel.



This model, acquired in the 1980's is one of two known—the other residing at the SFO museum at San Francisco International Airport. According to the SFO Museum web site: “United had the model created to promote the airline’s first jet “Mainliner” service to the public. It was made by Pacific Miniatures in Alhambra, California, around the time of the DC-8’s introduction in 1959. The model was shown at New York International Airport (now JFK) and while there, it appeared in a United promotional feature, Jet Mainliner Flight 803.”



After years of being displayed on the floor at Wings Over the Rockies Museum, the model’s passengers and crew have been damaged, requiring extensive repairs and restoration. This heavy-duty restoration project

began in July 2024. The model was disassembled and moved to the aircraft restoration portion of the hangar.



Many of the scale passengers were missing limbs, thus restoration has taken many hours of concentrated effort and has become an exercise in “copying” needed anatomy from other passengers.



With the use of silicone molding and resin, we were able to create replacement anatomy, then repaint the figures. The cabin interior details have been redone with new carpeting, bulkhead details, rebuilt lavs, and custom 3-D printed overhead bins.

Carpeting required replacement. After selection, first class and lounge sections were re-carpeted, August 2025



(Continued on page 9)

("DC-8 Restoration" from page 8)

Newly fabricated cockpit instrument panels will feature lighted instruments. Lighting will also be provided for landing and navigation lights, an upgrade from the original model. To date, over 300 hours have gone into this project.



The new 3-D printer purchased by CAHS this winter has been a big advantage in reproducing the missing parts for this model.



When restoration is complete the model will be displayed on a new protective stand-possibly depicting a scene from the days of late 1960's Stapleton Airport with the aircraft on the North-South runway overpass across I-70.



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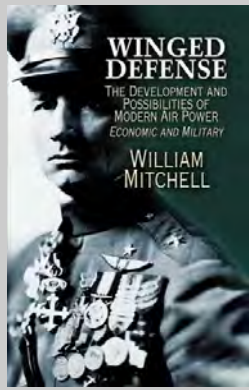
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Lead on a Good Read

Winged Defense

By Brian Richardson



From time to time we receive reports and reviews about aviation books that might be of particular interest that we share with our fellow members. If you come across a good read and would like to recommend it to others who may enjoy it, please send a note to aviator_b@outlook.com, everyone appreciates a lead on a good read! In this edition of the Journal member Brian Richardson recommends: *Winged Defense*.

Summary: I'm always on the look out for important volumes to add to my personal library. Recently, while perusing a used book store in Longmont, I ran across a copy of *Winged Defense: The Development and Possibilities of Modern Air Power – Economic and Military*, by William Mitchell, Dover Publications, Inc. ISBN 0-486-25771-1, 261 pages, Hardcover \$204.48/ Softbound \$24.99 on Amazon.

William “Billy” Mitchell was arguably the most controversial figure in aviation during the last century. A highly decorated professional soldier and master aviator, many scholars labeled him the first true prophet of aeronautics. However, his brash and often-contentious approach to promoting his personal philosophy and belief proved his undoing.

A compositional production, you have to remember that this book is basically a patchwork of Congressional testimonials, published articles in numerous journals and periodicals, as well as a personal diatribe aimed at those he felt were responsible for stymying US airpower. For someone who had ascended to his rank (US Army Brigadier

General), you'd think that he would have had a better sense to filter his rhetoric.

Following a stupendously publicized court martial, Billy Mitchell was essentially cashiered from the US Army, reduced in rank and deprived of pay for five years. Rather than suffer this indignity, he chose to officially retire. Sadly, Billy Mitchell died in February 1936, long before many of his incredibly accurate predictions came true. Perhaps the most repentant honor many of his former foes could bestow was the naming of a medium-bomber after him in 1940: the North American B-25 “Mitchell” bomber.

Once you start reading this book it is hard to forget that much of what is written was years before it became a reality. Commercial air travel, military defense and government spending all seem to fall into place with today's socio/political environment. That Mitchell was arguing for these same slices of the pie one-hundred years ago seems astonishing.

It takes the reader a bit of time to realize that the redundancy between chapters comes from the many different sources that this book has been compiled from. That said, this is an important tome for any true scholar of aviation history.

Can you answer this trivia question?

During World War II the United States Army Air Force (AAF) undertook a massive campaign to train thousands of glider pilots in preparation for the D-Day invasion of Europe. Of the many locations selected for these flying training fields, Colorado hosted one.

Utilizing an established municipal airport as a base of operations, the AAF quickly constructed two nearby auxiliary airfields to facilitate expanding operations.

While this AAF training facility was active for only eleven months, it had a tremendous impact on the local residents and economy. Many folks long remembered the brave airmen who trained near that city for a brief period of time, then proudly put themselves in harm's way to secure a better future for all.

Can you name this Colorado city? Answer on page 11

Mystery Quiz Winter 2026 (1Q26)

In each issue of the Journal we will present a photograph from the Society archives and challenge you, the reader, to provide information about the subject. Anyone who responds with the correct answer will be mentioned in the following issue, and the first person to answer will win a CAHS commemorative challenge coin. Send your response to aviator_b@outlook.com at your earliest convenience to ensure your submittal is included in the next Journal. Please make certain to include a mailing address where you'd like to receive the coin.

Congratulations to Andrew McKenna who was the winner for the last issue.

The challenge for this issue: *Name this famous World War II Women's Air Force Service Pilot, helicopter pilot and founder of a local air rescue program, and who was inducted into the CAHoF in 1984.*



Trivia Question answer from page 10: Ft. Morgan

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2026 Colorado Aviation Classic

The Colorado Aviation Historical Society will be holding its 2026 Colorado Aviation Classic (CAC26) at the Boulder Municipal Airport (BDU) on Saturday, June 6, between 8:00 and 11:00 a.m.

The Colorado Aviation Classic is a free fly-in event hosted by the Colorado Aviation Historical Society and designed to showcase some of the finest examples of vintage aircraft from throughout the Rocky Mountain Region. It is an opportunity to recognize and reward the individuals who own, maintain and restore these unique aircraft as well as educate the general viewing public by bringing together these wonderful machines in a realistic setting that cannot be duplicated in any museum.

We will need between eight and twelve volunteers to provide marshaling and judging of competition aircraft. Judging does not require any previous experience and is completely subjective. Judges will use a prepared guide form (the results of which remain anonymous) and will receive a short training session before the competition begins. The results of all judges will be used to tabulate the final scores for each aircraft. CAC26 will be held in

conjunction with the annual Boulder Airport Day, which is a fly-in rather than an airshow. CAHS has hosted a booth at this event since 2024, and the gathering usually provides a good turnout.



Tyler Appleton's Howard DGA won the Grand Champion Antique Civil and People's Choice Awards at the 2024 Colorado Aviation Classic. (Photo: Steve Kelly)

Please contact Brian at aviator_b@outlook.com at your earliest convenience if you can participate in this event or would like more information.

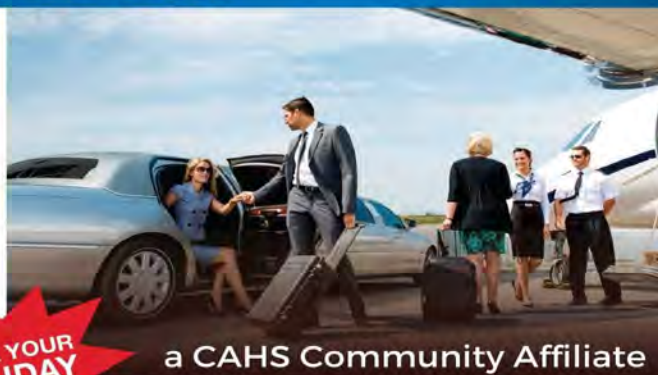
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